

addressed by imposing some reasonable limits and conditions on the nature and amount of assistance to minimize risk. Furthermore, municipal bonds historically have a solid performance rating with a low rate of default.

A basic measure for the public to have confidence that the recovery and reinvestment package is working will be the creation of jobs and the completion of physical projects. President Obama has set the goal of creating three to four million jobs. Unlike the financial services relief plan, in which the reward for our investment was largely unseen by the general public, expectations are high for tangible results—paychecks and progress—from this stimulus plan.

It is my firm belief that the primary vehicle for delivering on that promise will be our investments in state and local governments, but we first need to ensure that localities are ready to run with the ball once we make the hand-off. That will require immediate federal action to stabilize their fiscal situation and to revive the municipal bond market.

I believe this bill can help stabilize the municipal bond market, and I look forward to working with Chairman FRANK and other interested members in finding a solution to this serious problem.

FEDERAL AVIATION ADMINISTRATION EXTENSION ACTS OF 2009

SPEECH OF

HON. SHEILA JACKSON-LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 18, 2009

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise today in strong support of H.R. 1512, To amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, and for other purposes, introduced by my distinguished colleague from New York, Representative CHARLES B. RANGEL. This important legislation will extend funding in order to improve transportation for Americans across the nation.

The costs of air travel have increased rapidly in the last few months. Airlines have not only increased the price of air fare, but they have been forced to put charges on extra baggage, cut flights, and lay off hundreds of employees. Air travel is essential, as it is beneficial environmentally, socially, and especially economically. Without the ability to travel by air cheaply and easily, the flow of people, goods, and ideas would substantially decrease.

If we do not extend funding to airline programs, many negative consequences will ensue, including cutting services, such as air traffic control, certification, and inspection, as well as the inability by the airlines to buy new equipment for the aging infrastructure.

It is obvious that something must be done to solve this pressing problem. It is necessary for airlines to look into 2 alternative means in order to increase their effectiveness. However, it is also necessary for the United States to fund several programs.

The Airport and Airway Trust Fund was established in 1970 "to provide for the expansion and improvement of the nation's airport and airway system." Since then, it has provided funds for the Federal Aviation Administration.

Various pieces of legislation have come before the Congress to extend this fund, and yet partisanship has stalled these bills. It is necessary for us to extend this program in order to modernize our air traffic control system. NextGen, a state-of-the-art air traffic control system would allow control towers to pinpoint the exact locations of aircrafts, making the skies less chaotic, and air travel much more efficient.

Additionally, the extension of the Airport Improvement Program is necessary in order to improve safety and efficiency in our air travel. Airports are sites used by millions and millions of Americans every single day. It is vital that airports, travelers, and air flight personnel be secure, and thus it is important to continue to fund this program.

Even though air travel is obviously important, other forms of travel contribute to the nation as well. The Highway Trust Fund was created by the Highway Revenue Act of 1956 to ensure a dependable source of financing for the National System of Interstate and Defense Highways. This is the premier fund for government spending on highways, with approximately 45% of all highway spending coming from this fund. The Congressional Budget Office predicts the fund will run a deficit of \$1.7 billion at the end of 2009 and \$8.1 billion by the end of 2010. The Highway Trust Fund balance must be restored.

This bill will extend the taxes that fund The Airport and Airway Trust Fund, extend the expenditure authority of The Airport and Airway Trust Fund, extend the Airport Improvement Program, and restore the Highway Trust Fund balance. This is a vital bill for cities like Houston, Texas, which happens to have one of the top 10 airports in the Nation. I urge my fellow members of Congress to support H.R. 1512 in order to increase efficiency, safety, and functioning of our nation's transportation systems.

HONORING THE MEMORY OF J.W. ANDREWS, JR.

HON. JO BONNER

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 2009

Mr. BONNER. Madam Speaker, the city of Jackson and, indeed, the entire State of Alabama recently lost a dear friend, and I rise today to honor J.W. Andrews, Jr., and pay tribute to his memory.

Born in Prestwick, Alabama, Mr. Andrews married Ida Virginia Tiggs Andrews in 1937, and the two were married nearly 55 years when she died. He began his career as a machine operator at a veneer mill before becoming an insurance agent for Unity Burial Life Insurance Co. in the early 1950s. By the end of the decade, he had become manager of the company as well as of the accompanying Unity Funeral Home. In the mid-1970s, Mr. Andrews and his wife purchased the funeral home, which became Andrews Funeral Home in 1986. The couple also owned Andrews Flower and Gift Shop.

During the 1960s, Mr. Andrews became active in both politics and the civil rights movement in Clarke County. He traveled to various communities holding voter registration classes, helping familiarize residents with the voter questionnaire used by the Board of Registrars.

He was also a longtime president of the Clarke County Voters League, an organization formed to promote and protect the voting rights of African Americans.

Mr. Andrews was instrumental in the formation of several county commission and school board districts, which provided African Americans representation on those boards. In 1985, Mr. Andrews became one of the first two African Americans to be elected to serve on the Jackson City Council, a seat he held for 14 years. He was also the first African American to serve on the Clarke County Board of Education.

In recognition of his many achievements, the city of Jackson honored Mr. Andrews by rededicating State Highway 177 from the end of Commerce Street to U.S. 43 as the "J.W. Andrews Highway." In 1997, he was honored as the Civitan Club's 47th "Citizen of the Year."

Mr. Andrews was an active member of his church, St. Union Baptist Church in Jackson. He served as a deacon for more than 50 years as well as treasurer, Sunday school superintendent, and choir member. For more than 50 years, he served as host of the Sunday morning radio programs "Spiritual Time" and later "Early Morning Gospel" on WHOD-FM. He also served as an Alabama Democratic Conference chairman for more than 35 years.

Madam Speaker, I ask my colleagues to join me in remembering a dedicated community leader and friend to many throughout south Alabama. J.W. Andrews, Jr., will be dearly missed by his family—his children, William Wesley Andrews, Sr., Hattie Virginia Sampson, Carl Gregory Andrews, and Harriette Andrews Douglas; his sister, Jessie Mae Jackson; his 11 grandchildren; his 22 great-grandchildren; and his seven great-great-grandchildren—as well as the countless friends he leaves behind.

Our thoughts and prayers are with them all during this difficult time.

IN HONOR OF OFFICER CHRISTOPHER TRUCILLO

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, March 23, 2009

Mr. PALLONE. Madam Speaker, I rise today to honor Christopher Trucillo, Chief of Department of the Port Authority Police of New York & New Jersey. Chief Trucillo began his law enforcement career in 1978 as a municipal police officer in Harrison, New Jersey. He continued his career of public service by later joining the Port Authority Police Department in 1986. As an officer for the Port Authority, Chief Trucillo worked different operational, administrative, and investigative functions. On September 11, 2001 while assigned as the Commanding Officer of the Internal Affairs Bureau, Chief Trucillo responded to the World Trade Center disaster by mobilizing the members of his staff and accounting for all Port Authority Police personnel who responded. Under his leadership an irreplaceable connection was created between the families of those who were lost in the tragic events of 9/11 and the police department. Chief Trucillo was named the "2004 Boss of the Year" by the New York State Shields for "outstanding leadership and